

TTMP Report Card for 2017-2018

Metric (By Goal)	2040 Target	2015-2016	2016-2017	2017-2018	Goal Action
Complete Streets (Goal One)					
SR-224 Single Occupancy Vehicle Share ¹	50%	80%	86%	82%	
SR-248 Single Occupancy Vehicle Share ¹	50%	85%	87%	84%	
Percent households within 1/4 mile of transit stop (Density > 4 units/acre)	100%	94% of HHs with density > 4 units/acre	No significant change	No significant change	
Percent households within 1/4 mile of primary bike corridor (Density > 4 units/acre)	100%	84% of HHs with density > 4 units/acre	No significant change	No significant change	
Convenient Transit (Goal Two)					
Daily bus hours (local service)	450 hrs	195 hrs	205 hrs (5% YOY increase)	No significant change	
Transit Spine Frequency (Fresh Market to OTTC)	10 min	10 min	< 10 min	< 10 min	
Regional Spine (Fresh Market to Kimball Junction)	10 min	15 min	10 min	10 min	
PCMR to PCHS (Bus Travel Time minus Drive Time)	10 min	5 min	5 min	8 min	
Transit Center to PC MARC (Bus - Drive Time)	10 min	16 min	16 min	8 min	
DV to Snow Creek Liquor Store (Bus - Drive Time)	10 min	13 min	13 min	13 min	
Regional Transit (Goal Three)					
Daily Bus Hours (Regional Service)	350 hrs	115 hrs	190 hrs (65% YOY increase)	No significant change	
Communities Served	5	SLC, Basin	SLC, Basin, Kamas	SLC, Basin, Kamas	
Connected Out-of-the-car (Goal Four)					
Primary bike corridor completion (expected by 2020)	100%	Added path upgrades on east side of 224	No change	No change	
Secondary bike corridor completion (expected by 2020)	75%	No change	No change	No change	
Increase Mobility & Reduce Car Travel (Goal Five)					
Drive time PCMR to PCHS (6 minute baseline (BL)) ²	< 10% increase	8 min	7 min	6 min	
Drive time Transit Center to PC MARC (7 min BL) ²	< 10% increase	6 min	7 min	6 min	
Drive time DV to Snow Creek Liquor Store (7 min BL) ²	< 10% increase	7 min	8 min	8 min	
Ratios of Car to Bike and Bus Travel (Goal Five)					
Drive time/bike time (PCMR to PCHS)	More than 1	0.7	0.9	1	
Drive time/bike time (Transit Center to PC MARC)	More than 1	0.7	0.9	0.75	
Drive time/bike time (DV to Snow Creek Liquor Store)	More than 1	0.5	0.7	0.6	
Drive time/transit time (PCMR to PCHS)	More than 1	0.8	0.6	0.4	
Drive time/transit time (Transit Center to PC MARC)	More than 1	0.3	0.3	0.4	
Drive time/transit time (DV to Snow Creek Liquor)	More than 1	0.2	0.4	0.4	
No New Milage (Goal Six)					
Total lane miles	Less than 250	202	202	202	
Promote Safety & Active Living (Goal Seven)					
Crash Rate	Decreasing from 7.9	5.2	3.1	3.1	
Transportation Fatalities	0	1	0	1	
Poison Creek Trail Usage per day ³	10% increase	721	310	484	
Rail Trail Usage per day ³	10% increase	788	324	325	
Transportation Adds to Community (Goal Eight)					
Change in Gateway AADT/Housing Units	Less than 1	1.05	0.98	1.11	
Change in Gateway AADT/Jobs	Less than 1	1.04	1.01	1.20	
Estimated Petroleum Consumption Equivalent (kBTU)	Decreasing from 570 M	725 M	731 M	761 M	
Estimated Annual Greenhouse Gas Emissions (short tons)	Decreasing from 50.2 K	64.0 K	64.5 K	67.1 K	
Convenient Multi-Modal Access (Goal Nine)					
Major new land developments with infrastructure to meet goals	N/A	Affordable housing developments - PC Heights, 1450/1460 Park Avenue, 1440 Empire, Mark Fischer project, purchase of	Additional park and ride spaces at Kimball Junction Transit Center; exploration of park and ride projects at Ecker and US-40/SR	Completion of Ecker Hill park and ride, acquisition of Treasure Hill and Bonanza Flat to mitigate traffic impacts	
System & Demand Management (Goal Ten)					
New ITS implementation	N/A	4 new Variable Message Signs, phase Blynscy installation, SCATs signal upgrades	Implementing transit signal priority project; VMS agreement	Near completion of new Park City satellite Traffic Operations Center, upgraded APCs and software on all transit vehicles, transit arrive time message boards.	
New TDM implementation	N/A	Established the TMA w/ monthly participation, adopted TDM plan in October 2016	Implemented Old Town parking demand management project on 12/15; Electric Xpress and Kamas Commuter Routes; Summit Bike Share; increased TDM measures during special events: transit lane	Homestake park and ride, newly implemented Employee Shuttle. Increased bus service hours. Transit lane operation agreement for SR 248	

KEY		
On target		
Requires additional monitoring		
Not on target. Improved approach required		

Notes

A complete description of how the measures in the Report Card are collected can be found on page APP-19 of the 2011 Traffic and Transportation Master Plan (TTMP).

¹TTMP specifies that Single Occupancy Vehicle counts for each SR-224 and SR-248 should be collected over a single weekday from 9 - 10 AM.

²TTMP specifies that the above drive time measures should be calculated by taking the average of three runs during the peak hour. For this report card, staff has elected to instead monitor travel times as estimated by Google Maps over two weeks in December 2017, totaling to dozens of data points for each origin/destination pair described above.

³Values correspond to a weekday average from counts collected over the course of a full week in September 2018. 2015-2016 counts were taken in August 2015.